

The capacity of upstream facilities affected by the proposed action that tie into and interface with the proposed WIP improvements would be enlarged to allow for the collection and conveyance of both upstream flows and stormwater flows generated by the roadway itself. Facilities would be designed and constructed so that they can accommodate stormwater generated in the area as well as stormwater conveyed into the area from upstream. Drainage, collection, conveyance, and treatment improvements are among those included in the proposed WIP to improve water quality in the Kings Beach region as well as in the CCIP area.

2.4.3 Scenic and Aesthetic Improvements

Scenic and aesthetic improvements that would enhance the scenic integrity of the KBCC include entry statements at the east and west ends of the KBCC; the installation of streetlights, benches, transit facilities, planters, bicycle racks, and trash receptacles; organized parking; and additional landscaping.

2.4.4 Property Acquisitions

The three build alternatives would involve minor partial acquisitions of properties adjacent to the SR-28 ROW as well as parcels for the parking lots. Property owners would receive just compensation for any acquisitions. No building acquisitions (including demolitions or relocations) or damage to property would result from implementation of the build alternatives, although construction of the off-street parking lots may result in building acquisitions, depending on which of the potential off-site parking lots (Figure 2-3) are eventually chosen. However, no acquisitions of culturally significant buildings would occur.

2.4.5 Parking

To fully compensate for the loss of parking associated with each build alternative, Placer County has committed to providing new off-site parking spaces. New parking spaces would be provided in a manner that addresses the parking requirements of each block affected in order to ensure that adequate parking conditions are maintained. Figure 2-3 shows the potential locations of new off-site parking lots and spaces, while Table 2-2

Table 2-2. Summary of Potential Parking Components

Element	APN	Existing land use & Ownership	Number of parking spaces	TRPA Land Classification	Area (acres) ¹	Hard coverage (acres) ²	LSOGs Severely Damaged	LSOGs Removed	Trees Severely Damaged ^b	Trees Removed	LSOG Quantity	Tree Quantity
Potential parking locations												
1	NA	Vacant/Private	14	5	0.09	0.04	3	0	2	2	3	7
3	090-122-030 090-122-031	Vacant/Public (Stoker Prop.)	41	1b/5	0.50	0.25	9	0	1	3	10	16
4	090-126-017	Vacant/Private	5	1b	0.14	0.07	3	0	2	2	3	7
6	090-133-008 090-133-009	Residential Motel/Private	37	5	0.42	0.21	5	0	1	3	8	7
7	090-221-013 090-221-014 090-221-020	Abandon Fuel Station/Private	40	1b/5	0.47	0.23	1	0	0	0	1	2
8	090-192-030	Vacant/Private	28	5	0.39	0.20	5	0	4	6	7	20
9	090-133-006 090-133-007	Vacant/Private	27	5	0.31	0.15	5	0	2	7	8	7
10 ³	NA	County ROW	38	1b/5	0.20	0.10	0	0	0	0	0	0
14	090-134-042	Vacant/Private	24	5	0.27	0.13	3	0	1	8	3	12
15	090-134-007	Parking/Private	11	5	0.25	0.13	1	0	4	3	2	13
17	090-134-008	Business/Private	24	5	0.25	0.13	2	0	1	2	2	11
18	090-134-006	Business/Private	11	5	0.11	0.05	0	0	0	0	0	3
19	NA	County ROW	9	5	0.05	0.03	0	0	0	3	0	3
20 ³	NA	County ROW	5	5	0.03	0.01	0	0	0	0	0	0
21	NA	County ROW	11	5	0.06	0.03	1	0	4	1	2	6
22	NA	County ROW	14	5	0.07	0.04	3	0	1	0	3	4
23	090-122-001	Vacant/Private	12	1b	0.12	0.06	2	0	0	1	2	3

Table 2-2. Continued

Element	APN	Existing land use & Ownership	Number of parking spaces	TRPA Land Classification	Area (acres) ¹	Hard coverage (acres) ²	LSOGs Severely Damaged	LSOGs Removed	Trees Severely Damaged ^b	Trees Removed	LSOG Quantity	Tree Quantity
24	NA	County ROW	6	5	0.03	0.02	0	0	1	0	0	1
25	090-122-023 090-122-036 090-122-035	Vacant/private	24	5	0.36	0.18	10	0	2	7	10	23
26	NA	County ROW	14	1b/5	0.07	0.04	1	0	2	1	1	4
27	NA	County ROW	21	1b	0.12	0.06	0	0	3	5	0	8
28 ³	NA	County ROW	4	1b	0.02	0.01	0	0	0	0	0	0
29	NA	County ROW	9	5	0.04	0.02	1	0	4	1	1	6
30	NA	County ROW	13	5	0.08	0.04	3	0	1	0	3	4
31	NA	County ROW	10	1b/5	0.04	0.02	1	0	0	0	1	1
32	090-192-025	Vacant/private	30	5	0.05	0.03	0	0	2	4	0	30
33	NA	County ROW	16	1b/5	0.08	0.04	1	0	2	0	1	6
34	NA	County ROW	6	5	0.03	0.02	1	0	1	4	1	6
Totals:	NA	NA	504	NA	4.65	2.33	61	0	41	63	72	210
Parking locations considered and withdrawn⁴												
A	090-071-017 090-071-033	Vacant/private	42	5	0.55	0.28	NA	NA	NA	NA	NA	NA
B	090-074-023 090-074-024	Residential/private	80	5	0.94	0.47	NA	NA	NA	NA	NA	NA
C	090-071-009	Residential/private	24	5	0.29	0.14	NA	NA	NA	NA	NA	NA
Totals:	NA	NA	146	NA	1.77	0.89	NA	NA	NA	NA	NA	NA

Table 2-2. Continued

Element	APN	Existing land use & Ownership	Number of parking spaces	TRPA Land Classification	Area (acres) ¹	Hard coverage (acres) ²	LSOGs Severely Damaged	LSOGs Removed	Trees Severely Damaged ^b	Trees Removed	LSOG Quantity	Tree Quantity
\Parking locations built before completion of the CCIP												
D	090-122-019	Existing parking lot/vacant/Placer County	20	5	0.29	0.14	NA	NA	NA	NA	NA	NA
E	090-126-020	Vacant/Placer County	22	5	0.21	0.11	NA	NA	NA	NA	NA	NA
F	090-192-025	Vacant/Placer County	21	5	0.21	0.10	NA	NA	NA	NA	NA	NA
Totals:	NA	NA	63	NA	0.71	0.35	NA	NA	NA	NA	NA	NA

Notes:

¹ Projected area: actual area will be determined once project final design is completed.² Assumes 50% coverage of total lot acreage; total area of hard coverage will be determined once project final design is completed.³ No trees would be removed from these potential parking locations.⁴ Parking lots have been withdrawn due to existing land use conflicts or other environmental constraints.

summarizes components associated with these locations. To date, three parking lots (63 spaces) have been identified as compensation for the parking spaces that would be removed by the build alternatives, and construction of these lots will occur before implementation of the proposed action. Several additional parking sites have also been identified as potential candidates for new parking lots and are evaluated in this document (see discussion in *Section 3.7*). No property acquisitions (including demolitions or relocations) would be associated with the provision of new parking spaces.

2.5 Alternatives Considered and Withdrawn

Caltrans and Placer County undertook a comprehensive screening process to evaluate potential alternatives for consideration during the environmental review process. Potential alternatives were selected on their ability to meet the action objectives. In addition, factors such as cost, environmental effects, operational efficiency, construction phasing, and maintainability of the built system were considered. Based on this screening process Caltrans and Placer County identified the build alternatives (described in *Section 2.3*) for environmental review. At the end of the process a preferred alternative will be selected and other alternatives withdrawn.

In addition to the build alternatives discussed in *Section 2.3*, the following alternatives were evaluated but withdrawn from further consideration.

2.5.1 Roundabout Alternative

This would involve a third roundabout located at the intersection of SR-28 and SR-267 under Alternatives 2, 4, and 5. The roadway from the west edge of the Safeway parking lot to just east of the SR-28/Secline Street intersection would be shifted north to accommodate the roundabout. However, extensive roadway and driveway modifications and ROW acquisitions would not meet the action purpose and need to limit such intrusions. Additional geometric difficulties made this alternative infeasible. This rejected alternative is illustrated in Figure 2-4.

2.5.2 Alternative 5: Two Westbound Lanes, One Eastbound Lane, Two-Way Left-Turn Lane, Westbound On-street Parking and Two Roundabouts

This alternative consists of two westbound travel lanes with adjacent on-street parking, a center turn lane, a single eastbound through lane without adjacent on-street parking (year-round), and roundabouts at the SR 28 intersections with Bear and Coon Streets. Brook Avenue would be converted to one-way eastbound from Bear Street to Coon Street.

This alternative as a stand-alone alternative was initially considered but subsequently dropped from further consideration because the Bear Street hybrid roundabout would result in the loss of 14 parking stalls in the State Park parking lot and a complete circulation reconfiguration, while the Coon Street hybrid roundabout would result in the unacceptable level of acquisitions of land from the southeast and southwest corner parcels. These potential intrusions met the action's purpose, but were considered infeasible due to Section 4(f) conflicts and the expected cost of property acquisitions. This rejected alternative is illustrated in Figure 2-5.

2.5.3 Alternative 3a with Signals at Deer, Fox, and Secline Streets

Alternative 3a is the same as Alternative 3, with the addition of signals at Deer and Fox Streets. This alternative as a stand-alone alternative was initially considered but subsequently dropped from further consideration because the warrants indicating the need for signalization at these intersections, which were based on safety/accident data (rather than from a traffic operations warrant), did not meet the warrant for signalization on a year-round basis. Accordingly, there is no current need for these signals. Although the appropriate safety/accident warrants requiring the year-round signalization of these intersections may be met in future years, it is anticipated that such determinations will be considered as a separate roadway improvement project.

2.5.4 Alternative 2b with Roundabouts at Deer Street and Fox Street

Alternative 2b is the same as Alternative 2, with the addition of roundabouts at Deer and Fox Streets. This alternative as a stand-alone alternative was initially considered but

ALTERNATIVE 5 - ROADWAY CROSS SECTION:

- 1 - 3.6 m (12') TRAFFIC LANE EASTBOUND
 - 2 - 3.6 m (12') TRAFFIC LANES WESTBOUND
 - 1 - 3.6 m (12') DUAL CENTER TURN LANE
 - 1 - 1.5 m (5') BIKE LANE EACH DIRECTION
 - 1 - 2.4 m (8') PARKING LANE WESTBOUND
 - 1 - 2.3 m (7±) SIDEWALK/PLANTING AREA EACH DIRECTION
- (SEE SHEET 27 FOR TYPICAL X-SECTION - ALTERNATIVE 5)
(SEE SHEET 26 FOR DOUBLE ROUNDABOUT)



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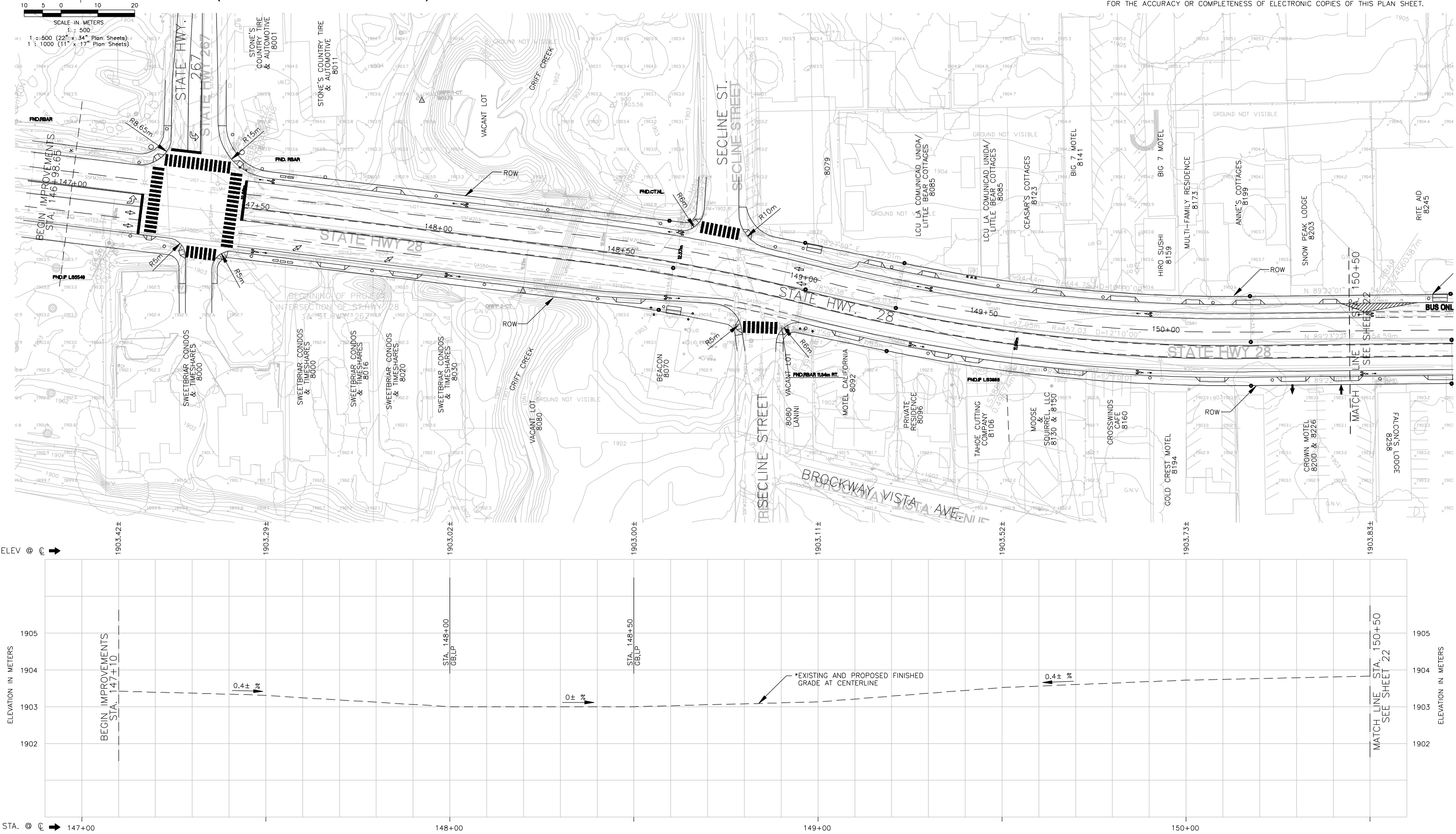


Figure 2-5
Kings Beach Commercial Core Improvement Project Rejected Alternative 5

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SHEET NO. 1 OF 5

ALTERNATIVE 5 - ROADWAY CROSS SECTION:

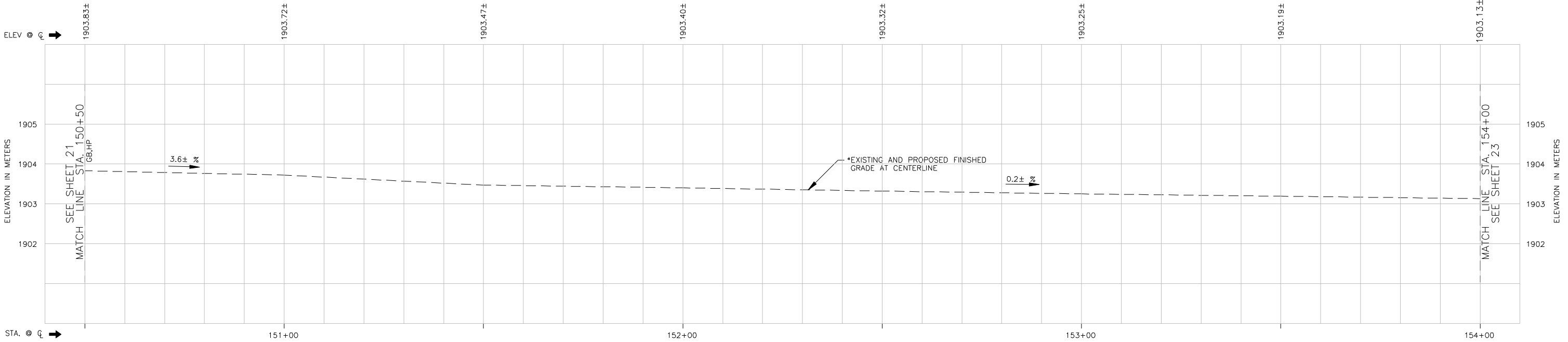
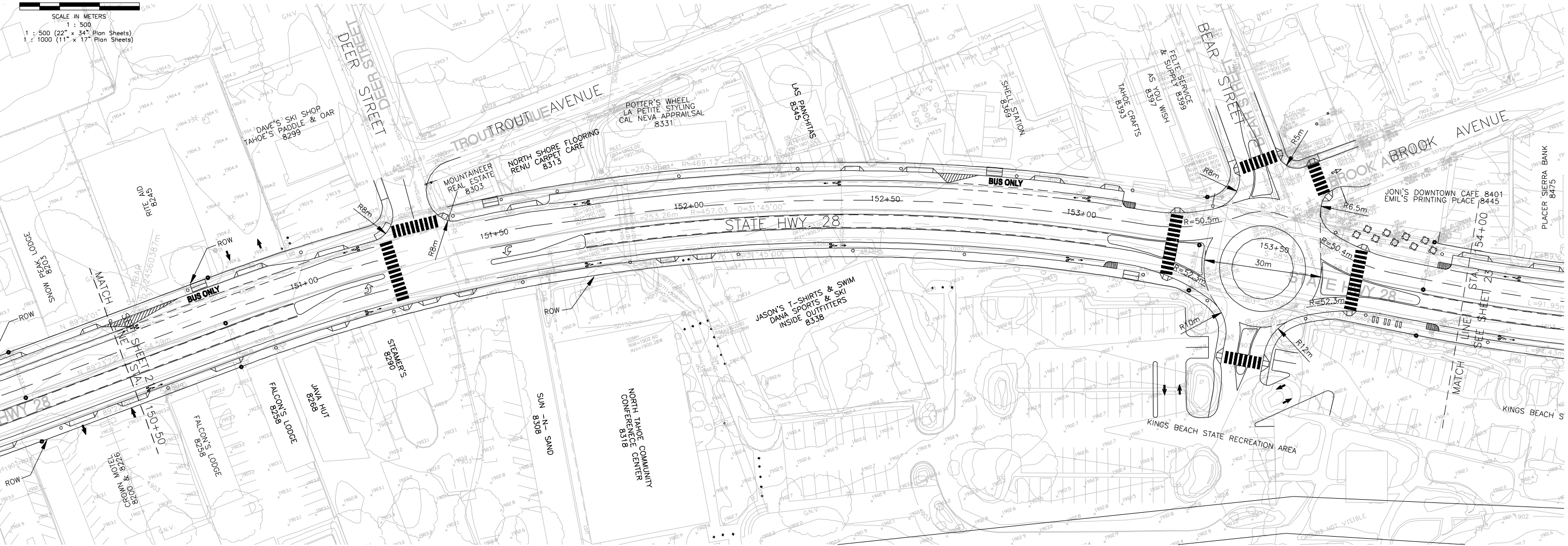
- 1 - 3.6 m (12') TRAFFIC LANE EASTBOUND
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 - 1 - 3.6 m (12') DUAL CENTER TURN LANE
 - 1 - 1.5 m (5') BIKE LANE EACH DIRECTION
 - 1 - 2.4 m (8') PARKING LANE WESTBOUND
 - 1 - 2.3 m (7½) SIDEWALK/PLANTING AREA EACH DIRECTION
- (SEE SHEET 27 FOR TYPICAL X-SECTION - ALTERNATIVE 5)



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1 : 1000 (11" x 17" Plan Sheets)



Kings Beach Commercial Core Improvement Project Rejected Alternative 5

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SHEET NO. 2 OF 5

ALTERNATIVE 5 - ROADWAY CROSS SECTION:

- 1 - 3.6 m (12') TRAFFIC LANE EASTBOUND
- 2 - 3.6 m (12') TRAFFIC LANES WESTBOUND
- 1 - 3.6 m (12') DUAL CENTER TURN LANE
- 1 - 1.5 m (5') BIKE LANE EACH DIRECTION
- 1 - 2.4 m (8') PARKING LANE WESTBOUND
- 1 - 2.3 m (7½) SIDEWALK/PLANTING AREA EACH DIRECTION (SEE SHEET 27 FOR TYPICAL X-SECTION - ALTERNATIVE 5)



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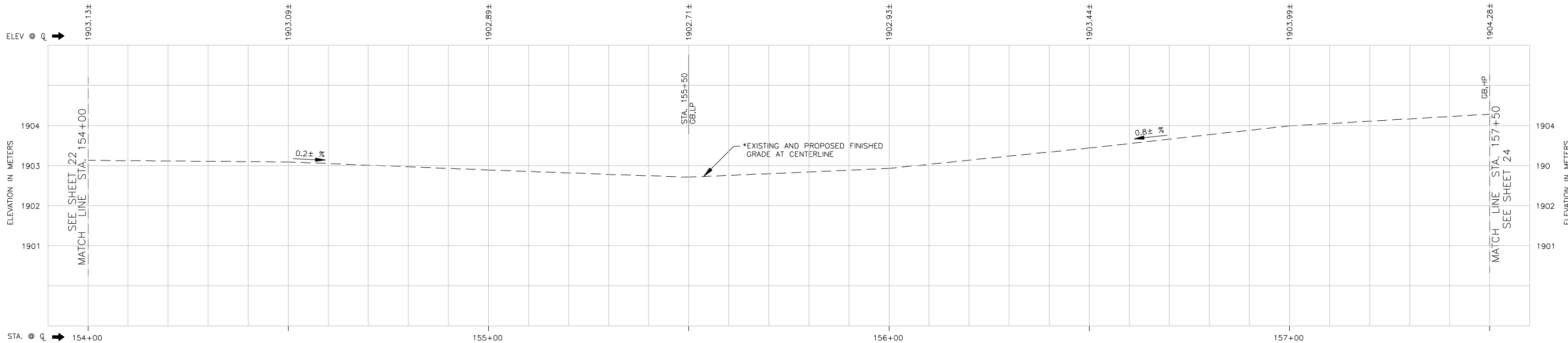
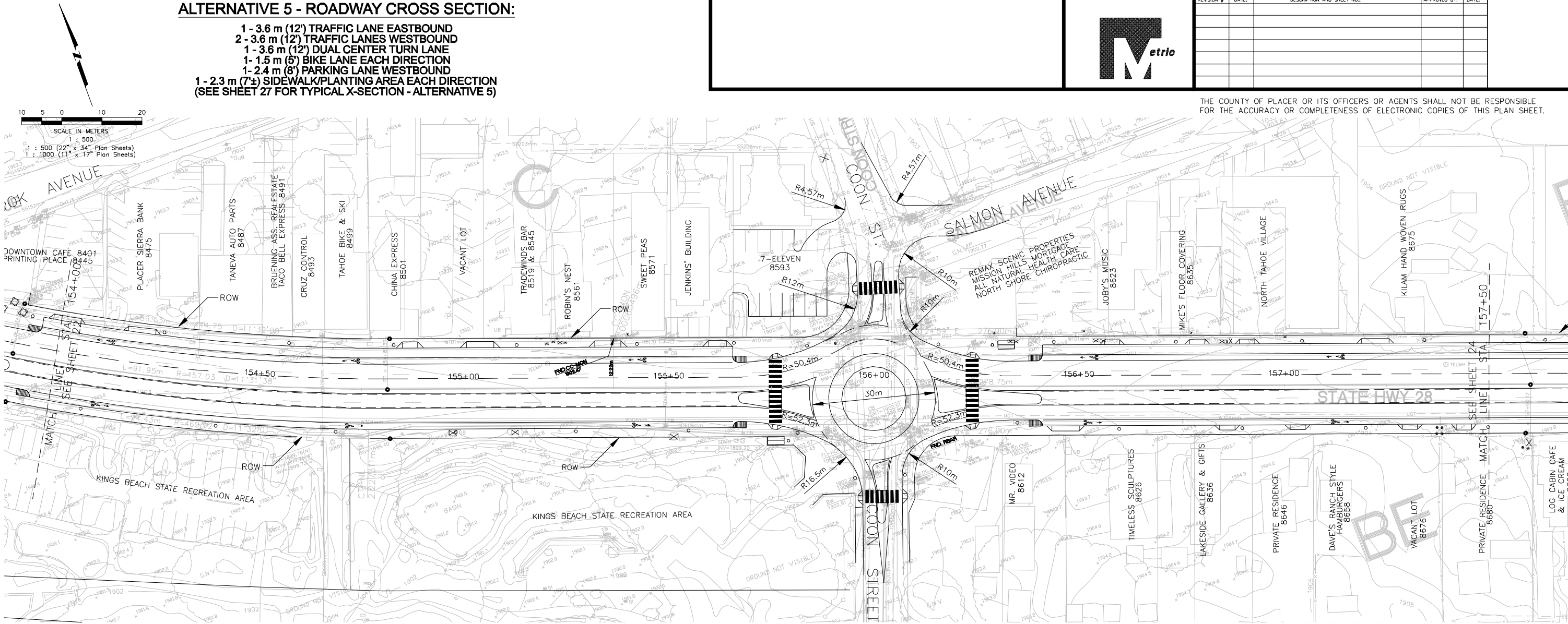


Figure 2-5
Kings Beach Commercial Core Improvement Project Rejected Alternative 5

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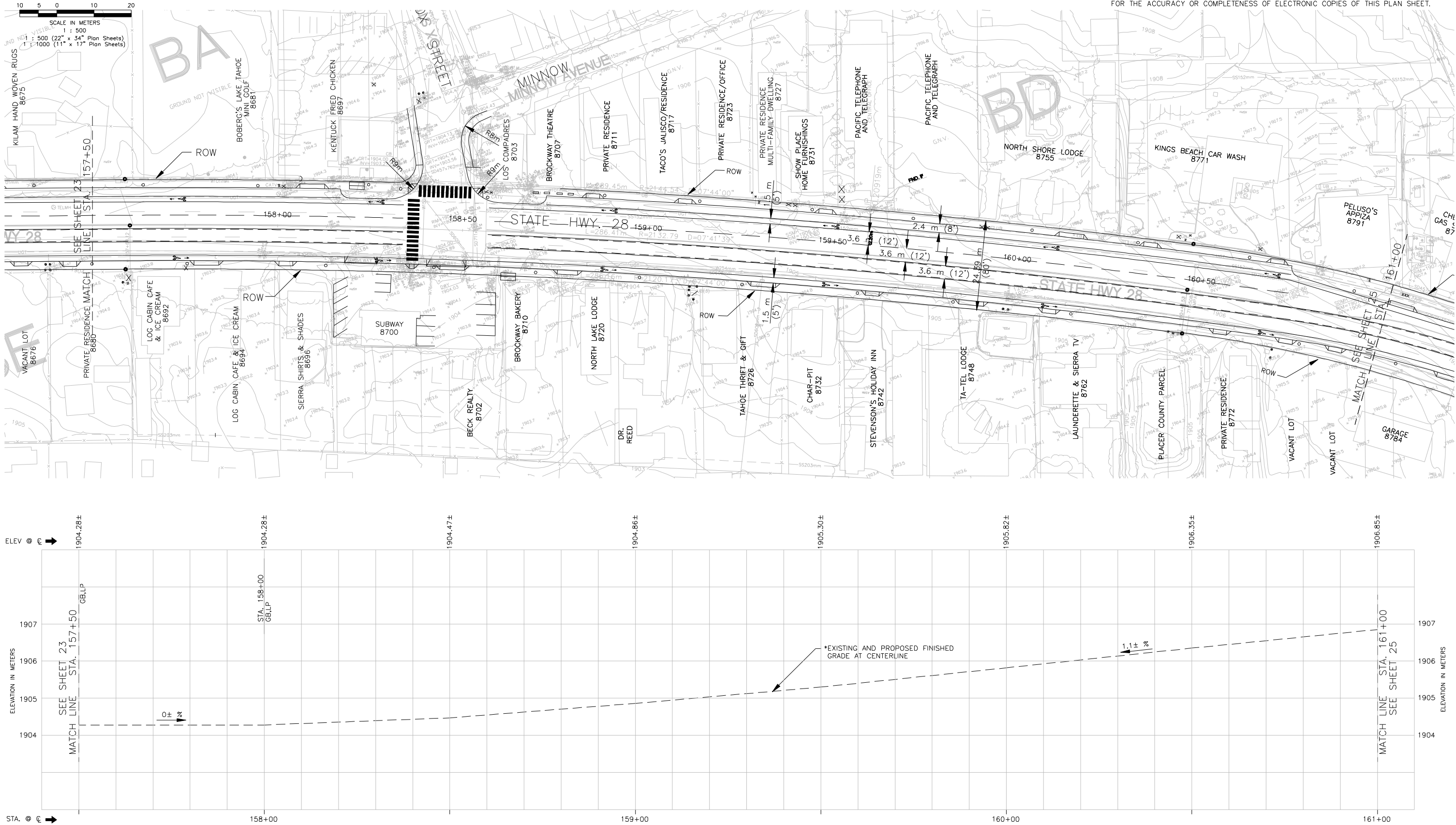
ALTERNATIVE 5 - ROADWAY CROSS SECTION:

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 - 1 - 3.6 m (12') DUAL CENTER TURN LANE
 - 1 - 1.5 m (5') BIKE LANE EACH DIRECTION
 - 1 - 2.4 m (8') PARKING LANE WESTBOUND
 - 1 - 2.3 m (7'±) SIDEWALK/PLANTING AREA EACH DIRECTION
- (SEE SHEET 27 FOR TYPICAL X-SECTION - ALTERNATIVE 5)



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Source: Dokken Engineering Figure 2-5 Kings Beach Commercial Core Improvement Project Rejected Alternative 5

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SHEET NO. 4 OF 5

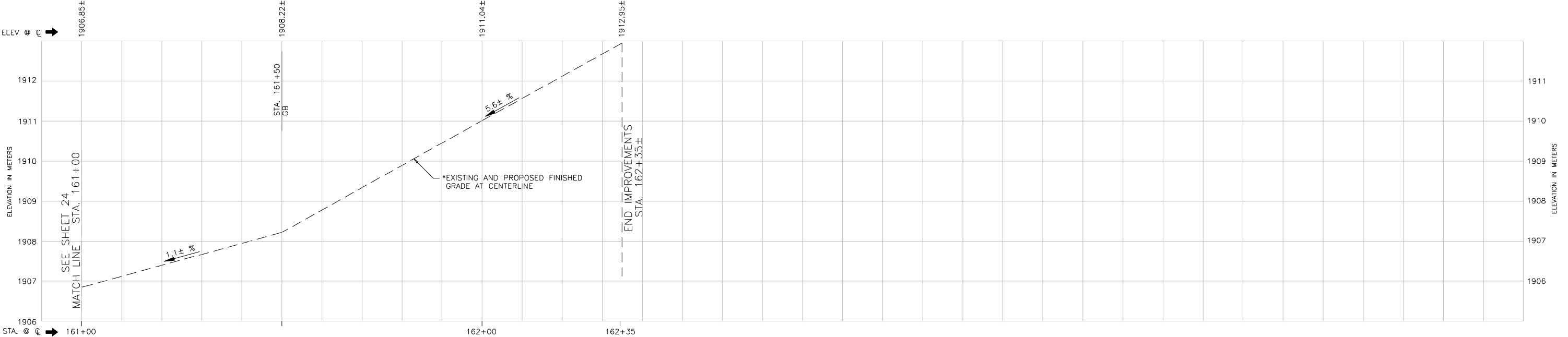
ALTERNATIVE 5 - ROADWAY CROSS SECTION:

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 - 1 - 1.5 m (5') BIKE LANE EACH DIRECTION
 - 1 - 2.4 m (8') PARKING LANE WESTBOUND
 - 1 - 2.3 m (7±) SIDEWALK/PLANTING AREA EACH DIRECTION
- (SEE SHEET 27 FOR TYPICAL X-SECTION - ALTERNATIVE 5)



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SHEET NO. 5 OF 5

subsequently dropped from further consideration because it would involve substantial intrusions onto private property (i.e., building and parking acquisitions). These potential intrusions did not meet the action purpose and need to limit such intrusions to the extent practicable and would add costs to the project.

2.5.5 Alternative 4b with Roundabouts at Deer Street and Fox Street

Alternative 4b is the same as Alternative 4, with the addition of roundabouts at Deer and Fox Streets. This alternative as a stand-alone alternative was initially considered but subsequently dropped from further consideration because it would involve substantial intrusions onto private property (i.e., building and parking acquisitions). These potential intrusions did not meet the action purpose and need to limit such intrusions to the extent practicable and would add costs to the project.

